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HD 794, OF THE	ORTAINS INFORMATION AFFECTING THE MATIONAL DEFENSE ALSES, WITHIN THE MEANING OF TITLE 18.4, SECTIONS 799 U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVEL- WITHERLY TO ON RECEIPT OF AM UNGALVERIED PROGNETED. THIS IS UNEX THE REPRODUCTION OF THIS FORM IS PROMISTED.	VALUATED INFORMATION	
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Construction of a connecting curve at Horka 276,000 7 Improverent of the Uckro-Decekow line 500,000 8 500,		Project			a country to
Improvement of the Uckro-Beeskow line 500,000 8 501 5. On 28 January,		Reconstruction of Falkenberg and Gube	the second track between	8,000,000 6	
SX1 5. On 28 January,		Construction of a	connecting curve at Horka	276,000 7	
and the superstructure of the Failroad bridge over the Neisse River near Nuskau were to be reconstructed by the Cottbus regional railroad headquarters, while the eastern abutment of the bridge was to be re- built by the Poles. The date for beginning construction work had not been fixed. The desclished sections of the previous bridge are still in the river and cannot be salvaged. It was expected that the designs for the reconstruction of the bridge would be completed by mid-Pebruary. 4 8.1 6. In late January		Improvement of the	Uckrc-Eeeskow line	500,000 ⁸	
for the reconstruction of the bridge would be completed by midestational projects for the Halle-Eisleben railroad line was approved, while additional projects for the double tracking for that line in the Halle railroad district were rejected. 7. In late January, the railroad line was to be reconstructed. The bridge was destroyed during the war, and only the middle section of the bridge which was designed as a lifting bridge, remained intact. (B-doc) 10 the bridge which was designed as a lifting bridge, remained intact. (B-doc) 10 the bridge which was designed as a lifting bridge, remained intact. (B-doc) 10 the bridge which was designed as a lifting bridge, remained intact. (B-doc) 10 the bridge which was designed as a lifting bridge, remained intact. (B-doc) 10 the bridge which was designed as a lifting bridge, remained intact. (B-doc) 10 the bridge of the following additional construction projects: Railroad District Type of Construction Project Berlin Electrification of the Berlin/Karow-Birkenwerder line (Nordring Berlin) 11 Greifswald Reconstruction of the bridge over the Oder River at New Ruschitz 12 Halle Electrification of railroad lines 13 Erfurt Dismantling of the Gerstungen-Dankmarshausen line (the rails will be used for the reconstruction of the second track of the Guben-Falkenberg line) 14 A total of 350.8 km of rails and 521,480 ties will be required for the additional construction project. 15 XXIX A total of 350.8 km of rails and 521,480 ties will be required for the bridges were destroyed and the demolished bridge sections were still lying in the river. There were no indications of intended reconstruction work. However, it was n mored among the local population that one of the bridges or both of them would be reconstructed. 4 b. On 4 February, however, it was n mored among the local population that one of the bridges or both of them would be reconstructed.		and the superstruc- near Muskau were to headquarters, while built by the Poles been fixed. The de-	ture of the railroad bridge over the reconstructed by the Cott to the eastern abutment of the . The date for beginning constructed sections of the previous of the previous contraction of the previous contractions of the previous contractions.	er the Neisse River bus regional railroad bridge was to be re- ruction work had not ous bridge are still cted that the designs	
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Dismantling of the Gerstungen-Dankmarshausen line (the rails will be used for the reconstruction of the second track of the Guben-Falkenberg line) A total of 350.8 km of rails and 521,480 ties will be required for the additional construction project. A total of 350.8 km of rails and 521,480 ties will be required for the additional construction project. no clearing up work was being the bridges were destroyed and the devolished bridge near Muskau. The bridges were destroyed and the devolished bridge sections were still lying in the river. There were no indications of intended reconstruction work. However, it was n mored among the local population that one of the bridges or both of them would be reconstructed. 4 b. On 4 February, the railroad line from Wriezen		Greifswald	Reconstruction of the bridg	e over the Oder River	12
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25X1	800 me self v reside early	Bu Ruednitz. The bridge over the Oder River near Wriezen is meters in length. The section of the bridge over the Oder Riwhich is about 200 meters wide was demolished. According to dent, the middle section of the destroyed bridge was salvage y January did not notice any indications of an intentruction of the bridge. 12	ver 10- a local d in
25X1A 25X1	l. was t	Comment.Information on the establishment of railroad check transmitted previously.	points 25X1A
25X1A	2. brunn	Comment. This connecting curve is designed to eliminate the new railroad station in the French Sector of Berlin.	<u>e Gesund</u> - 25X1A
25X1A	road	Comment. These loading bridges are used between buffers of cars for the loading of vehicles up to three tons. They are on troop trains.	two rail- mostly
25X1A	struc	Comment. It appears that the reconstruction of the railrost the Neisse River near Muskau was added to the 1953 railrost ection program for strategic reasons	d bridge l con- . Re- 25X1A
25X1A 25X1A	5. secti	Comment The Elsterwerda/Biehla-Ple	essaforst
25X1A	nrois	Comment. The double tracking of the Falkenberg-Cottbus-Guil line was included in the 1952 construction program. However, ect could not be completed in 1952, due to a shortage of corrial. For the present status of construction work on the line	r, the nstruction
25X1A	is of	of strategic importance,	
25X1A	7.	•	
25X1A 25X1A	8.	Comment. For last report on the improvement of this line,	śee
25X1A	9. at a	Comment. The intended double tracking of this railroad 1 an estimated cost of 4,000,000 eastmarks was reported previous	usly. See
25X1A	cont	. The stretch between Eisleben and Sangerhaus times this line to the west has already been double tracked	o GII MILLOIY
25X1A	Peen firm	Comment. The intended reconstruction of the railroad line ne River near Karnin is reported for the first time and requestion. The double track Ducherow-Usedom-Swinemuende railroad dismantled. The reconstruction of the bridge was not included construction program of the Directorate General, Railroads	ires con- d line ed in the
25X1A 25X1	reco it i Karn Kues Frei woul the	. Information obtained indicates that the bridge will report the information agrees with a report, according is intended to utilize still serviceable sections of the bring in for the reconstruction of the bridge over the Oder River strin or the railroad bridge over the Hohenzollern Canal on denwalde-Angermuende railroad line. There are strategic reased make the reconstruction of the railroad bridge near Karni Ducherow-Dsedom-Swinemuende railroad line plausible, because is heap port of Swinemuende would thus be given an efficient each Swinemuende has no railroad connection to the German terms.	to which dge near the Bad lons which and of lee the now a feeder

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	now under Polish administration. Railroad connection to the mainland is at present only maintained by the Zinnowitz-Wolgast ferry. Because of the acute shortage of construction raterial, the reconstruction of the Ducherow-Usedom-Swinemuende railroad line and of the bridge over the Peene River near Karnin is believed to be improbable.	9
25X1A:1.	Corment. The starting of the dcuble track operations on the Nord-ring Berlin was reported on 26 November 1952	
25X1A ¹² •	Comment. The reconstruction of the bridge over the Oder River nea New Ruednitz which is also referred to as bridge near Zaeckerick was priviously known. . The reconstruction was only orded for strategic reasons. As reconstruction work had not yet been start by early February, it appears that the Directorate General, Railroads, Berlin, is trying to delay the reconstruction of the bridge in which it is not interested.	ed
25X1A ¹³ -	•	
25X1A ¹⁴	Comment. The stretch between Guben and Falkenberg is 7 km in leng and is in the Erfurt railroad district close to the zonal boundary. The line section was still included in the 1952/1953 winter time-table unde No 190. However, the time-table indicated that it was not in operations	r
25X1A ¹ 5.	Comment. As compared with 1952, the 1953 rails and ties requirement decreased by approximately 3C and 6C percent respectively. Information on 1953 production figures indicates that even the reduced rails and ties requirements will not be made.	
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